



## Memorandum of Meeting

**Date:** February 22, 2005

**Time:** 7 p.m. to 9 p.m.

**Location:** Main Hall, Ellendale Volunteer Fire Company, Ellendale, DE.

**Topic:** **Ellendale Area Working Group Meeting No. 4**

**Attendees:** See Attached

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Bob Kramer welcomed everyone to the meeting at 7:10 p.m. Mr. Kramer started by reviewing the refinements made to the plans. These refinements were based on the comments from the previous Working Group Meetings and Public Workshops. He then explained that everyone would have an opportunity to review the plans, and provide their comments and questions to the Project Team members. He then introduced Monroe Hite III, DelDOT Project Manager, who, in turn, welcomed the Working Group Members.

Mr. Hite reflected momentarily on the previous Working Group Meeting in October and the Public Workshop in November. He specified that the maps from those meetings are available by electronic request from the DelDOT website. He then announced that the next Working Group Meeting will be held at the Ellendale Fire Company, Main Hall, on Tuesday, April 26 from 7 p.m. to 9 p.m. He indicated that the Working Group meeting, previously scheduled for March 22, will not be held. He also indicated that the next Public Workshop will meet at the same location on Tuesday, May 17 from 4 p.m. to 7 p.m. He then informed the members that the public notice for the workshop will be sent to everyone on the mailing list in late April or early May. He then outlined the contents of the hand-out materials for the Working Group members project notebooks. He reminded the Working Group members of the recent, Project-wide, Working Group meetings and workshops, as well as the most recent Project Team meetings. He discussed that there has been a lull in working group meetings, but the team has been gathering information and other pertinent data for the project. Other announcements included the introduction of recent additions to the Project Team, Shilpa Mallem, RK&K and Sonya LaGrand, DelDOT. Mr. Truxon informed Monroe that Mrs. Price, recently elected Town Council Person was in the audience. Monroe asked Mrs. Price to sit in for Mayor Mitchell, who was unable to attend this evenings meeting. Mr. Hite then introduced Mr. Joe Wutka to provide a summary of comments from the previous Working Group Meetings.

According to Mr. Wutka, a complete list of comments from the, approximately, 800 attendees at all of the November 2004 workshops were provided within the contents of the hand-out materials provided that evening for the Working Group members. He indicated that minutes from the two most recent agency meetings were also included in their hand-out package. Mr. Wutka reviewed a summarization of comments, arranged to



show the Working Groups comments, the Public Workshop comments and the Agency comments, so that those comments could be compared. He indicated that comments from the Workshop focused on individual property comments, not broad issues, while the agencies were focused on specific resources (wetlands, cultural resources, etc.) while looking for efforts to avoid or minimize impacts. The Working Group's primary emphasis was on Rd. 213 and the Right-of-way acquisition program for the total project. He also explained that the Agencies were recommending a combination of Options 1 & 2 which, they felt would minimize impacts and indicated their continued support for an on-alignment solution throughout the corridor.

Mr. Wutka then reviewed changes to the Option 2 plans. He indicated that the modifications include all functional movements at SR 16. Ms. Emory asked Mr. Wutka to clarify the location of the eastern tie-in of the SR 16 interchange. Mr. Wutka explained that the tie-in would occur just west of the church. He also advised that these interchange configurations were subject to change over the duration of the planning phase. Mr. Kautz iterated that DelDOT will be acquiring right-of-way, in advance of the construction of an ultimate solution, so the plans have to be somewhat specific. Mr. Hite explained that the preferred alternative plan will include the right-of-way.

Mr. Truxon asked if the project will sustain the viability of the Deluxe Market and Exxon Station. Mr. Wutka stated that the two commercial properties will retain their current status. A member from the public then stated that Option 2 will jeopardize the viability of the Deluxe Market. Mr. Wutka indicated that the viability will not rely solely on the specific details of the interchange configuration.

The public asked if Option 2 was the preferred alternative. Mr. Wutka indicated that it was not the preferred alternative. The public asked if Options 1 and 2 were the only alternatives. Mr. Hite explained that there is the possibility of a combination alternative consisting of elements from both Options 1 and 2, as preferred by the Agencies.

The public then asked about the process of proposing a new alternative. Mr. Kramer explained that the alternatives were created at previous Working Group Meetings and Public Workshops. He also stated that the members would have another opportunity to propose alternatives at the May Workshop. Mr. Wutka specified that the project is currently concentrating on a corridor preservation approach and that the final design will incorporate a decision on a grade separation between Rote 16 and Us 113. After DelDOT adopts a plan and the time for construction nears, they will meet with the public again to work out the details of the grade separation. Since that time will be many years off, future land use will have changed and the grade separation should be reflective of that time, not the present.

The public asked about the DelDOT process of acquiring Right-of-way. Mr. Hite explained that finalizing the Working Group recommendations, public comments, and DelDOT plans must occur before the advance acquisition of property. He informed that advance acquisition is available during the planning phase for only willing sellers. However, the property owner and DelDOT must negotiate a price before acquisition or



disposition can occur. Furthermore, advance acquisition during this phase can occur for conceptual projects that are not yet scheduled for CTP funding. Mr. Wutka identified the SR 1 Advance Acquisition Program as an example. He specified that DelDOT purchased properties that met the criteria of hardship acquisitions where property owners were left ‘in limbo’ as a result of the selection of a preferred alignment. In some instances properties were acquired that ultimately were not needed, so they were placed back on the market for resale. Mr. Hite explained that DelDOT provides \$7.5 million per year for relocation assistance programs.

Mr. Wutka continued with the power point presentation and addressed the on-alignment comments from the Working Group Meetings and the Workshops. He then asked if there might be a consensus from the Working Group to carry forward any of the proposed alignment options. Mr. Kramer asked Mr. Wutka to describe the hybrid alternative. Mr. Wutka specified that Options 1 and 2 do not differ from the north end to SR 16, consisting of the addition of two lanes west of the existing alignment while converting the northbound lanes to a 2-way frontage road. There are differences at SR 16 and how VFW Road is treated with Options 1 and 2. There are no differences from SR 16 to Road 213 for Options 1 and 2, where either Option will not require construction but the acquisition of access and development rights. The grade separation at 213 is the same in Options 1 and 2 but the grade separation of Redden Road over 113 is different in Option 1 and Option 2.

Mr. Wutka indicated that the Agencies were concerned for the rare, threatened and endangered species and wetlands at Route 40. They believe that Option 2 is a better alternative for avoiding and minimizing impacts at Route 40. The Agencies prefer Option 1 at SR 16 due to the minimal impacts on wetlands as suggested by the plans.

Mr. Kramer allowed for quiet discussion and questions among the Working Group and then summarized the thoughts from the meeting as he understood them. He reiterated that the roadway improvements will limit access and that the two areas of difference will include SR 16 and SR 213. Mr. Wutka indicated that the differences are minor and that the interchange design at Route 16 is subject to change. Mr. Kramer then asked for comments regarding the interchange at SR 16.

Mr. Truxon suggested that he would like to see a U.S. 113 mini-bypass to the west for the benefit of making the existing interstate highway available for commercial development. Mr. Hite asked the Working Group to maintain focus on the cloverleaf versus diamond interchange options and that any specific details can be negotiated later. The public addressed Mr. Truxon’s comment by suggesting that the western bypass would increase the commercial viability of the existing businesses at the intersection of US 113 and SR 16. Mr. Kramer informed the members that engineers will develop the SR 16 option and present a total of three options at the next meeting. Mr. Moore indicated concern for the southbound U.S. 113 access for residents and emergency services with the western bypass option.



Mr. Hite reminded the Working Group members of the 11 stipulations of the Ellendale Comprehensive Plan. He stated that the Delaware Office of State Planning conducted a study of the properties west of U.S. 113 and analyzed the Town's intent to annex and develop those properties.

Mr. Kramer then asked the Working Group members to focus on the discussion of SR 213 and Redden Road because the agencies prefer Option 2. Working Group Members Mr. Davis, Ms. Emory, and Mr. Moore concurred with Option 2. Meanwhile, Mr. Truxon felt Option 1 had confusing details. Mr. Moore suggested that adding another intersection at SR 40 in Option 1 may promote a dangerous situation for the EMS. Mr. Kramer asked if there was need to carry forward with Option 1, but there were no comments.

Next, Mr. Kramer asked everyone to refer to the Third Lane Option. He also announced that DelDOT and the consultant team will bring more information regarding the impacts to the next meeting.

Mr. Wutka asked everyone to turn their attention to slide 15 of the PowerPoint presentation. He addressed the new lanes in the existing Right-of-way from the map in Tab 5 of the notebook inserts. He then assigned everyone homework to review the Third Lane Option and prepare to discuss it at the next meeting.

Mr. Kramer added that under this plan driveways will be maintained on a basis similar to today. Mr. Wutka specified that some crossovers may have to be closed for safety reasons, but access at intersections will be the same. Mr. Moore asked about the width of the median on U.S. 113. Mr. Wutka replied that the current width is 50 feet and that with the Third Lane Option it will be reduced to 38 feet.

To conclude, Mr. Hite re-announced that the next meeting will be April 26 and the next workshop will be in May. He also specified that the next meeting will entail discussion on Option 1, Option 2 (with the western bypass), and the Third Lane Option.

Mr. Truxon indicated that improvements to Road 213 need to occur before the improvements to U.S. 113. Mr. Hite replied in agreement and indicated that improvements to Road 213 are included within the context of the next round of CTP projects. Mr. Moore suggested that DelDOT take the perspective of the Fire Company when considering improvements for Road 213. Mr. Hite then announced that DelDOT was working on other improvements to roads throughout the Ellendale area.

Mr. Andrew Bing announced that everyone needs to be at the next meeting and that everyone currently present should tell their fellow members that they also need to be present next time.

Mr. Kramer added that everyone will be asked to make recommendations for their preference for the plans at the next meeting.



The meeting adjourned at 8:45.

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**Members who attended the Ellendale Working Group Meeting 02/22/2005**

MCH representing Clendaniel, F. Brooke  
Downing, William representing Foster, Bishop Major  
Emory, Pauline  
Horton, Karen (in place of Kimberly Brockenbrough)  
Kautz, Richard  
Ms. Price (Town Council) representing Mitchell, Merriel  
Ransom, Rev. Richard  
Short, Robert  
Stallings-Davis, Ava  
Truxon, Harold  
Moore, Rowland

Prepared by: Tim DeSchepper